16 Jan 67

25X1A

25X1A [redacted] and I have established that we will do the following items to the A-12 airplanes and their operating procedures at [redacted]

25X1A [redacted] immediately:

1. Establish limits for difference between fuel quantity and truck counter on ground refueling.

2. Engineers to review and sign fueling sheet.

3. Recalibrate fuel quantity system on all aircraft.

— 4. Inspect Service Bulletin 988 Heat Exchanger line and accomplish this Service Bulletin.

5. Review outstanding Service Bulletins for safety items.

25X1A 6. Remove seat headrest spacers and reverse seat pan screws. C/W 11 Jan 67 [redacted] 4632 —

7. Conduct a complete one time inspection on all ejection seats and associated cockpit systems. Seats to be repaired prior to installation.

— 8. Accomplish Service Bulletion 1070 Capacitance System Junction Box prior to recalibration.

9. Revise canopy camera mounts to take a 200g load and in addition install the cockpit dictet in the canopy also. (Later)

25X1A 10. Accomplish items listed in my report on "Investigation of Ejection System" to [redacted] (Later)

11. We have been asked to think about providing tank sticking or measuring provisions for ground check of tank fuel capacity. Dip sticks or drip sticks. (Later)

12. Conduct a one time inspection on all fuel quantity probe ground connections.

13. Recalibrate after any tank probe change.

14. New ground refueling procedures.

15. Fuel placard on low end of scale. Also, a card to the pilot.

I also recommend the following:

1. That tank 4 low level float switch, which brings tank 1 pumps on, be raised from 400 pounds to 800 pounds.

2. That a float switch be placed in tank 4 at 5,000 pound level with an amber light in the cockpit. This to be independent of normal fuel gauging system. It warns the pilot of his fuel remaining and he can check individual tanks for other fuel remaining such as tank 1.

25X1A

3. Check [redacted] sensor to see when it triggers the 3,000 pounds remaining.

25X1A

4. Get [redacted] channels for each engine to indicate when they quit.

25X1A [redacted]

See other page.

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Conduct a complete one-time seat inspection on all ejection seats and associated cockpit items:

a. Seat plumbing for routing and correctness.

b. Check valves - proper flow direction.

c. Replace all initiators with less than 3 months to go.

d. Functional test lap belt per AQ 291.

e. Check cockpit plumbing for routing and correctness.

f. Remove cover - inspect "D" ring cables and secondary handle for correct positioning and detent.

g. Inspect leg paddles for proper position.

h. Paint seats and touch up at conclusion of inspection.

j. Verify mfg date and/or mfg's expiration date, lot number and serial number of all initiators and thrusters in the ejection system. Update records where necessary.

k. Inspect shoulder harness loops per TO 13A1-1-51, dated 15 Aug 62.